

26
A Genuine and Particular

ACCOUNT

Of the L A T E

ENTERPRISE

ON THE

Coast of France, 1758.

By an OFFICER.

In a Letter to a FRIEND.

L O N D O N :

Printed for R. GRIFFITHS, in Pater-noster-row.

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MDCCLVIII.

112



46

ACCOUNT

Lately published, Price 1s.

(The THIRD EDITION,) of

A Genuine ACCOUNT of the late
GRAND EXPEDITION
to the Coast of *France*, under the Con-
duct of the Admirals HAWKE, KNOWLES,
and BRODERICK, General MORDAUNT,
&c. By a VOLUNTEER in the said Ex-
pedition.

*No light, but rather darkness visible
Served only to discover fights of woe!*

MILTON.

*The child may rue that is unborn
The hunting of that day.*

CH. CHACE.

Printed for R. GRIFFITHS, in PATER-
NOSTER-ROW.



A
GENUINE ACCOUNT
Of the **L A T E**

ENTERPRIZE, &c.

WE are at last, my friend, once more returned to our native island. *We have done the state some service, and they know it.* Did I say returned to our native island? We are not yet disembarked, and God knows when we shall be. We are indeed within sight of the promised land; but I fear that, like the children of Israel, we are sentenced not to enter into it; at least not yet awhile. This is indeed to many of us a very hard sentence. But no matter. We have set our hands to the plow, and must not now go back.

B

Before

84

Before I proceed to a detail of our exploits, I suppose you will expect a view of our camp on the Isle of Wight, and likewise a list of our chieftains and their immediate attendants: to a military man these are matters of importance.

| | | |
|-----------|---------------|----------------|
| | □ 1st | |
| Guards | □ 3d | Gen. Drury. |
| | □ 2d | |
| | □ Bentinck | |
| | □ Manners | |
| 1st Brig. | □ Talbot | Gen. Mofzyn. |
| | □ Home | |
| | □ W. Fuzil. | |
| 3d Brig. | □ Lambton | Gen. Boscawen. |
| | □ Ld. C. Hay | |
| | □ Effingham | |
| 4th Brig. | □ D. Richmond | Gen. Elliot. |
| | □ Cornwallis | |
| | | □ Artil. |
| | □ Loudon | |
| 2d Brig. | □ Wolf | Waldgrave. |
| | □ Kingsley | |

Staff.

Staff.

His Grace the Duke of Marlborough.

Lord George Sackville, } Lieut. Generals.
Earl of Ancram,

Waldgrave, }
Mostyn, } Major-Generals.
Drury, }
Boscawen, }
Elliot,

Brig. Elliot commanding the light horse.

Lieut. Col. Hotham, Adjut. General.

Capt. Watson, Quarter-master Gen. with
rank of Lieut. Colonel.

Aids de Camp

To the D. of } Capt. Calcraft, of Hodgson's.
Marlbor. } Loyd, W. Fuz.
Patterson, Artil.

Ld George } Capt. Smyth, 3d reg. Guards.
Sackville, } Boyer, Jefferys.
Broom, Artil.

Ld An- } Capt. Blaquier, Lambton's.
gram, } Ensign Meadows, 1st reg. Guards.

B 2 Gen.

Gen. Drury, Capt. Howard, 1 reg. Guards,

Mostyn, Veatch, Wolf's,

Waldgrave, Wilson, the King's own,

Boscawen, Ensign Bishop, Guards,

Elliot, Faucit, 2d reg,

Majors of Brigade,

1st brig. Capt. Vaughan, Talbot's,

2d brig, Wright, Loudon's,

3d brig, Fowler, W. Fuz,

4th brig, Preston, Cornwallis.

Guards, Cooper, 1st reg. Guards.

I should not have been so particular as to give you the names of all these gentlemen, but that I know several of them to be of your acquaintance: you are therefore not entirely uninterested in their fortune,

Thursday the 25th of May the guards, together with the first brigade, embarked

on

on board the fleet: the following day the 2d and 3d brigades, and the 27th the whole embarkation was compleated. Our light horse also by this time were on board. They were in all nine troops. If you would make a just calculation of our entire force, you must remember that Talbot's regiment, being ordered for another service, was left incamped upon the Isle of Wight. We embarked therefore fifteen battalions, four hundred of the artillery, and five hundred and forty light horse: in all, about thirteen thousand fighting men.

We were also provided with sixty pieces of cannon, fifteen of which were twenty-four pounders; and fifty pieces of the mortar kind.

You see my friend, that our armament was no inconsiderable one; and I doubt
not

not but you will find, before you have read to the end of my letter, that our services are by no means trivial.

Each division of transports fell down to Spithead as soon as they had received their troops on board; and our grand fleet of the line proceeded to St. Helens.

On the 28th we received our sailing orders and instructions from Mr. How, by which it appeared, that he was to have the immediate care and command of our transport fleet: He strongly recommended dispatch, to our Masters of the transports, as our success would in a great measure depend upon it; and, at the same time, gave us some instructions concerning our intended disembarkation.

Order

(7)

Order of Sailing.

| | | | |
|--------------------------------------|-------------------------------------------------------------------|------------------------------------------------|---------|
| Diligence | Swallow | | |
| | Essex | | |
| Maidstone | <i>Transports of the 1st division</i> | | Active |
| | Transports of } Klugley's } Wolf's } | First Battalion } of Guards } Manner's } | |
| | Transports of } Third Battalion } of Guards } London's } | Second Battalion } of Guards } Home's } | |
| | Transports of } Third Battalion } of Guards } London's } | Transports of } Home's } | |
| Fireships, Bombs, and their Tenders. | | | |
| Portland . . . | Ordnance Transports . . . | Deptford | |
| Rose | Brillant | Flamborough | |
| | <i>Transports of the 2d division.</i> | | |
| Tartar | Effingham's | Richmond's | |
| | | Hays's | |
| | | Cornwallis | |
| | | W. Fuz. Lambton's | Success |
| | | | |
| | Light Horse | | |
| Speedwell | | Saltash | |
| | Rocheſter.. | | |
| | | | This |

This day we fell down to St. Helens, where we continued impatient for a fair wind, until the expiration of the month. Nothing yet transpired concerning the place of our destination; but, from our being so cruelly crowded on board the transports, we could be morally certain that we were not intended for a long voyage. A minister, most undoubtedly, deserves publick thanks for his frugality, in disposing of the money of the publick; but ought not some regard to be had to the comfortable being, and health of those who are sent on the service of the publick? Those who have ever been *transported*, well know, that a transport is at the best, a horrid situation. You'll be surpris'd when I tell you, that the sum total of the tonnage of the transports, amounted to no more than 11,084.

During

During our continuance at St. Helens, we received orders from his Grace of Marlborough, signifying that the brigade of guards should hold themselves in readiness for the first disembarkation, taking with them two days provisions, as few necessaries as possible, and to every eight men, one tent. The officers to take soldiers tents only, till they could establish themselves on shore.

That the officers, whilst on board, should contrive in what manner the tents might be most conveniently carried by the men. Bentinck's regiment to prepare for disembarkation at the same time, and in the same manner. Ten companies of grenadiers, compleated to a hundred men, rank and file each, to be in readiness for disembarkation. The grenadiers of the Guards and Bentinck's, remain with their regiments; so that the grenadiers of every other battalion, ex-

cept the Duke of Richmond's as the youngest, were to prepare for this service; The grenadiers to be divided into two battalions. Major General Mostyn to command Bentinck's and the grenadiers. Field-officers, Col. Lambton, for the whole; Lieut. Col. Beckworth, and Maj. Gooderick for the first; Lieut. Col. Adey, and Maj. Ramsey, for the second; they being the field-officers next for duty, whose regiments were not for the first disembarkation. Ten light six-pounders were ordered to be in readiness to disembark with the first troops, with as many rounds as could be carried with each; ten artillery men with each gun, and officers in proportion. Intrenching tools and cheveauz de frise to be had in readiness for this disembarkation, in case they were wanted. That, as soon as the fleet should be ordered to anchor after the signal flag chequered red and white at the fore-top-gallant-mast head of the commander

mander in chief should be made, the commanding officers on board each transport to assist, and recommend to the masters of the transports the getting out their boats for any service that might be required. That on the signal made by a white flag with a red cross at the fore-top-mast head, the transports carrying the grenadiers of the different regiments should move up from their stations appointed by the former order of sailing, and anchor a-head or otherwise as near as convenient round the Essex: those transports to wear on that occasion a navy jack at the fore-top-mast head to distinguish them. That the commanding officers on board each transport should conform to such orders as might be signified to them from the commander in chief of the ships of war relative to their disembarkation. That the commanding officers should recommend to the masters to keep the transports of their respective

regiments as much together as possible. In these orders the Duke of Marlborough strongly recommended to the troops to keep their fire till they should come as near the enemy as possible, and to use their bayonets upon every proper occasion. That, when the troops were landed, it would be absolutely necessary, to prevent all kind of disorder and irregularity, to keep up the strictest discipline. That whoever upon this occasion should quit his post to plunder or maraude, would most certainly be punished in the severest manner. These orders concluded with the following sentence, " but the Duke of Marlborough trusts so far to the spirit and zeal of the troops, that he is persuaded their regard for their own honour, and their service to their King and their country, will be the strongest motives to induce every one to do his duty."

On

On the first of June, about the break of day, Lord Anson made a signal for the fleet to unmoor, and sail'd immediately with, I think, twenty-two ships of the line. About noon the frigates, under the command of Mr. How, together with all the transports, got under way. Lord Anson with the fleet of men of war stood away to the west, whilst we steer'd right athwart the channel, with the wind at south-east: we consequently soon lost sight of his Lordship.

Scarce had we taken our departure from the English coast, before, notwithstanding the season of the year, the night advanced upon us with a most winter-like aspect. Æneas and his poor Trojans, intending to invade Italy, were certainly not more toss'd and tumbled than were this night his Grace of Marlborough and his valiant Britons. I
know

know not how it is, but the gods seem rarely to have smiled upon invasions. Poor Julius Cæsar, you know, in his visit to our forefathers, was but roughly dealt with by the winds and waves. The famous *Spanish* armado too.—There are indeed many instances in history of the disasters happening to invaders. But to return to our narrative,

Our Commodore, a little before midnight, made a signal for the fleet to *lie-to*, lest, ere it was day-light, we should run too close in with the *French* shore. It continued to blow, what the seamen call, a stiff-gale, all night. One of our poor transports, with part of the train on board, had the misfortune to roll away all her masts, except her fore-mast. In this deplorable condition it seem'd most adviseable for her to make for the nearest port; but her loading was of too much consequence to our expedition: she

she was therefore taken in tow by one of the frigates, and so proceeded.

We did not again make sail till six the next morning, and about eight we saw Cape la Hogue, so famous in the naval history of England. We then stood in between the continent and the isle of Alderney; but, on account of the strong tide against us, we did not reach the island till evening, when the fleet came to an anchor in what is call'd the *Race*. We weigh'd again the next morning by break of day and drove with the tide, having little or no wind; but I forgot to tell you that this last night went near to prove a very fatal night to our whole fleet. Many of our ships, by the vast rapidity of the current, were drove from their anchors; and even several of those which rode it out, when they came to weigh the next morning, left at least a fluke in the ground, occasion'd
by

by the rocky bottom of the sea. But we should have thought ourselves fortunate had we got clear of these islands without a greater disaster than these. The next day, about noon, one of our transports, with part of the guards on board, whilst we were hovering, for want of wind, off the isle of Sark, struck upon a rock which lay just beneath the surface of the sea. The water rush'd in upon them with such violence, that, with the assistance of all the men of war's boats, they had but just time to save themselves and their baggage. The fleet came to an anchor upon this occasion; but leaving the ship to go to the bottom, sail'd again about eight in the evening. You will perhaps ask me whether, with the wind as it was, we might not, in our course to St. Maloes, have avoided this dangerous navigation? I myself am no sailor. All I know of the matter is, that those whom I have

heard

heard discuss this point, were generally of opinion that we might not only have avoided the Race of Alderney, but that the other would have been both the safer and more expeditious course; and also that we should not have alarmed the French coast so soon. Yet, after all, one would imagine that Mr. How should know the nature of this navigation: he was long upon this coast.

We now steer'd directly for the bay of St. Maloes, and on the fourth, about five in the afternoon, being entirely becalm'd, we dropt our anchors within three leagues of the place.

The next morning we weigh'd before it was day, and leaving the town of St. Maloes upon our right, stood along the coast till we open'd the bay of Cancale, so call'd from a village of that name, which proved to be the

D place

place where we were intended to disembark. About eight o'clock in the morning our Commodore made a signal for the ships with the grenadiers on board to make sail, and at four in the afternoon the whole fleet brought up, except three of our frigates, which continu'd their course towards a battery that might impede our landing. Mr. How left the Essex upon this occasion, and hoisted his pendant on board one of the frigates, in which he was able to lie closer in shore than with his own ship. Ten companies of grenadiers, under the command of General Mofyn, were now in the flat-bottom'd-boats waiting for the signal to put off. The battery from shore continu'd firing, though but very slowly, at the frigates as they advanced. The eyes of the whole fleet were fix'd, with the utmost attention upon this interesting scene, in expectation of the first flash from the

Commo-

Commodore; but he, with his usual coolness, continued unmov'd at the insults of the enemy, till he brought his guns to bear right upon the battery. He then immediately brought up, and began a very smart fire, assisted by the other two frigates. The French battery was soon silenced, as in truth it well might; for, heaven knows, its whole strength consisted of two guns only, and the whole garrison, of but one old man. Nevertheless, our ships, continued their fire, with great intrepidity, a full hour, by Shrewsbury clock. This brave old Frenchman, regardless of their united thunder, continued to fight his two guns, without any assistance, till unhappily he receiv'd a wound in the leg, by a musket ball. On his being accused of rashness by some of our officers, after our landing, "Gentlemen," says he, I did no more than "my duty, and if the rest of my coun-

“The French had but done as much, you
 “had never landed at Cancale.” In-
 deed it was not without reason that he
 reproach’d his countrymen with their
 behaviour on this occasion; for when
 our fleet appeared, there were in Can-
 calle, seven companies of foot, and
 three troops of dragoons, all regulars;
 who, as soon as our grenadiers began
 to move towards the shore, went to
 the right about, and made a very irre-
 gular retreat to St. Maloes. Their be-
 haviour was indeed unpardonably scan-
 dalous: for the rock which runs along
 the shore is naturally so difficult of ac-
 cess, and their advantage of situation
 so great, that, had they resolv’d to
 dispute our landing, it must at least
 have been attended with great loss on
 our part, if not the total overthrow
 of our design. But the French are
 too polite a nation to receive their visi-
 ters in so inhospitable a manner. In
 short,

short, the grenadiers, under the cover of the abovementioned three frigates, landed immediately before sun-set, without lett, hindrance, or molestation. There fell among them a few spent shot, fired from behind a wind-mill at a great distance, by some peasants, who instantly fled at the approach of a serjeant and twelve men.

I must not forget to tell you a thing which certainly deserves to be recorded, as a proof of our national spirit; I mean that, in this our first landing, we were accompanied by five volunteers of distinction, viz. Lord Down, Sir John Armitage, Sir James Lowther, Mr. Delaval, and Mr. Berkley. That, in this enterprise, they were exposed to no great peril, is most certain; but it is no less certain, that they always stood foremost in the way to any danger that might have offered.

No

No sooner were the grenadiers drawn up upon the beach, than Lord Down, with twenty of Kingsley's, marched thro' a very narrow pass, up into the village, where (I think I may say unhappily) they were met by a Colonel of the militia, and his servant. Lord Down called to him, and told him if he would surrender himself, he had nothing to fear; but he foolishly refused quarter, and, together with his servant and their two horses, was shot dead upon the spot. We were told, that his name was Landel, and that he was a Count of considerable property in the neighbourhood. How fool-hardily did this brave Frenchman throw away his life to no purpose! This is the story as it was related to those that were not then upon the spot. I do not affirm it to be true in every particular.

The

The grenadiers, and a battalion of the guards, march'd immediately up the hill through a hollow way, in which it would have been no difficult matter for a single company of resolute fellows, to have cut every man of them to pieces.

Having taken possession of the village of Cuncalle, and secured such of the peasants as were endeavouring to oppose our landing, they lay upon their arms all night. Three regiments more landed with the same tide; but these continued all night upon the beach.

The next day, which was the sixth, the disembarkation of the troops was intirely finished; and the whole army encamped. Cuncalle was our head quarters. The grenadiers and light horse were advanced about a mile in the front of the line.

I dare say you have, by this time, asked me, in your mind, how our people behaved to the poor inhabitants upon this occasion? Would it were in my power to give you such an answer as you would like to hear. I am sorry to say, that, notwithstanding the Duke of Marlborough's strictest orders against plundering, the night of our landing did not pass without some scenes of horror, and many of inhumanity: nor will it ever be in the power of the most vigilant officers intirely to prevent the like. The offenders were brought to immediate justice. Two or three suffered death: which certainly prevented many acts of villainy. Upon the whole, I don't believe that any invasion was ever attended with less licentiousness in the invaders, or with less injury to the poor inhabitants of the country invaded.

The day following (the 7th) as soon as it grew light, the whole army, except the third brigade, struck their tents and began to march in two columns. The first column consisting of the brigade of guards, two battalions of grenadiers, and the first brigade, marching from the left, fell into the great road to St. Maloes. They were commanded by Lieutenant-general Lord George Sackville. The second column consisting of the second and fourth brigade, commanded by Lieutenant-general Earl of Aherham, marched also from the left, through the most inclosed country, and the narrowest road, I ever saw. Notwithstanding the labour of 200 pioneers, who march'd at the head of this column, the men were frequently obliged to pass by single files; and the fields on each side of the road were so crowded with wood, that

we seldom could see above forty yards clear of our flanks. Judge then what havock must have ensued, had we met with the least opposition. The cowardly gentlemen who suffered us to advance thro' such a country, deserve to be stigmatized with eternal infamy. We found the villages thro' which we passed intirely deserted by the inhabitants. I scarce remember upon the whole march to have seen either man, woman, or child. You may well imagine they had left nothing in their houses which they could possibly carry along with them.

The third brigade continued encamp'd at Cancalle, with orders to throw up intrenchments to secure our retreat, and, if necessary, to escort the heavy artillery, which was not yet landed.

The

The guards were ordered to file off about two miles to the left of our first incampment, and there to pitch their tents. This was undoubtedly a post of consequence, and therefore a post of honour, as it covered the army on that quarter from whence we had the most reason to expect an enemy.

We continued to advance without beat of drum, in as good order as the nature of the country would permit; but, tho' our day's march was not above six English miles, it was late in the evening before we came to our ground. Our commanders in chief having reconnoitred the situation of St. Maloes, ordered the ground for our incampment to be mark'd out at the distance of rather more than a mile from the town. We had a village in our front called

Paramie, which became our head quarters; and upon our right flank lay another village, the name of which I have forgotten. The grenadiers were advanced about a hundred paces, the light horse and artillery about as far in the rear, and the rest of the troops were extended in one direct line.

Whilst the main body were employ'd in pitching their tents, the light horse, sustained by the piquets of the whole, were ordered to advance towards the walls of St. Maloes. We were, immediately upon our appearance, saluted by the enemy's cannon from their walls, but without any farther loss than that of a horse or two. Favoured by the night, we march'd, under their cannon, down to the harbour, where we found a considerable fleet of privateers and merchant-men. Being provided with
com-

combustibles proper for the occasion, we began by setting fire to the ships, and then proceeded to communicate the flames to their magazines of pitch, tar, ropes, &c. all which, in the space of a few hours, became the most grand, yet dreadful, scene of conflagration I ever beheld, or that imagination can paint.

About eleven o'clock at night, the General, expecting a sally from the town, ordered the second brigade to march to support the piquets; but the whole business was performed even without the least attempt to molest us: Tho' we were confidently assured, that a considerable body of troops had, that very day, thrown themselves into the town, from the other side of the river. These it was not in our power to have intercepted.

The

The shipping and stores continued to burn all night. The day following we sent out foraging parties from each regiment, with orders to bring in live cattle, poultry, &c. for the subsistence of the army, which now became necessary, for we landed with two days provisions only. Hitherto we had scrupulously paid the inhabitants of the neighbouring villages for the bread, wine, cyder, and other necessaries which we took; and if they would, of their own accord, have endeavoured to supply our wants, by bringing their cattle to market, many of them would have gained by our invasion: but as it was, the poor creatures were most of them ruined.

The *environs* of St. Maloes are extremely pleasant, and well peopled.

We found, in our excursions from camp, many very agreeable country-houses belonging to the merchants of St. Servans, a large town adjoining to St. Maloes, which seems to be the place of residence of the people in trade. Their gardens are rather profitable than elegant. Fruit, and all other kinds of vegetable food, are every where seen in great abundance; particularly apples, for cyder is their ~~only~~ liquor. Wine they have none. But I am afraid they must this year, content themselves with water: their casks being too heavy to carry off, you may imagine they will find but very few of them full at their return. Their fallads too, their great support, were almost totally destroyed. What pity it is, that national quarrels should prove so fatal to particulars!

The

The same day, (the 8th) One battalion of the guards, and Lord Charles Hay's of the third brigade, marched into camp: One mortar and three royals, which had been ordered from the ships, were stopped on the road, and ordered to return. From the first of these movements we firmly believed, that some kind of an attack upon the town was intended; but upon hearing that the mortars were countermanded, that opinion vanished. During the whole day, the enemy continued firing now and then a single shot from their ramparts, but without any effect, except the loss of one of our light-horse men, who was mortally wounded. Our advanced piquets, and the second brigade, returned to camp about nine o'clock this evening. The night proved a very terrible one. The angry heavens seem'd resolved to wage war against us. In truth

truth, they kept a dreadful racket o'er our heads; and so bedrenched our tents with spouts of rain, that our whole camp seemed to be doom'd a sacrifice to the resentment of offended Jupiter. Many of our canvas hovels were overturned by the violence of the wind; and even those whose habitations withstood the storm, were little to be envied; for, by the incredible impetuosity of the rain, they were almost drowned within their tents. In short, my friend, whatsoever the happier part of the good people of England may please to think, when we talk of the hardships of a military life, the bare earth (for in an enemy's country we could have no straw) with nothing more than a soldier's tent over one's head, is but a very uncomfortable *birth* (to speak in the sea phrase): We carried no officers tents on shore.

F

The

The 9th at seven in the morning, 200 pioneers, sustained by a party of five hundred men, were ordered to march down towards St. Maloes, and at the same time a Captain and 80 men to level the ground in the front of our encampment, so as to open an easy communication between each regiment. This again had a good deal the appearance of business. We now thought, that an attack upon the town was determin'd. Yet things remained in the same situation till the next morning (the 10th,) when we received an order from the Duke of Marlborough, to let no one stir out of the camp upon any pretence whatever. At noon the whole army struck their tents, and immediately marched off in one column towards Cancele.

You

You will now expect some estimate of the damage sustained by the enemy. All I can tell you of the matter, is, that we burnt about a hundred and twenty ships, some of which were privateers of various force; and the rest merchant-men of little consequence: That we also set fire to several magazines of Stores, and entirely destroyed their rope-yard. As to the real value of all this, it is impossible to determine. I have heard it computed by different people, from four, to eight hundred thousand pounds. But I must not forget to tell you, that we spared one small storehouse, which could not have been burnt, without setting fire to part of the town of St. Servans. Let this be remembered by our enemies as an instance of our national humanity.

Whilst we were thus employed near St. Maloes, one of the two battalions of guards, which you remember I told you were incamp'd a few miles from us, march'd, under the command of Colonel Cæsar, twelve miles up into the country, to a town called Dol, where they were very politely entertained by the magistrates. As their design was only to reconnoitre, they continued one night in the town without committing the least act of hostility, and then returned. Part of our light horse advancing still farther, fell in with the *videts* of a French camp, two of which, after a long chace, they took and brought prisoners to camp.

We had now credible intelligence of an army of ten thousand men in full march towards us; but I would not have

have you imagine that our fear of this inconsiderable body of harrassed troops was the least part of our motive for retreating. No, Sir, you must rather attribute it to the prudence of our commander, who did not chuse to risk the least part of his army, after he had executed his commission. I suppose his instructions were, to destroy their shipping and naval stores; and this we did to all intents and purposes. I am far from being of opinion that St. Maloes is impregnable; but I am very certain, that it would have taken us more time than, upon our present plan, it would have been prudent to spend here. Besides, we were not provided with horses sufficient to draw our heavy artillery, as we found the roads much worse than, from the season of the year and the information we had had, there was reason to expect. And after all, supposing
we

we had made ourselves masters of the place, I am ignorant of any advantage we should have reaped from it. I hope, Sir, you are now satisfied with our reasons for retiring to our ships.

The artillery were put on board the same night, and the army incamped within the intrenchments that were thrown up by the third brigade during our absence. The next morning the fourth brigade and the light horse embarked, and the following day the whole were on board. Our grenadiers and the guards were the only troops which remained the last night on shore. Their situation was by no means the most eligible. It rained without intermission the whole night; and they continued all the time in the trenches, which, you may suppose, before morning, were half full of water.

When

When we came to muster our army, it appeared that we had left behind us, in all about thirty men ; some of which were afterwards brought off to us by French boats and exchanged for an equal number of prisoners. The Lord knows what became of the rest.

Our campaign was indeed a very short one, in a pleasant country, and our dangers few ; but our subsistence was so poor, and our repose so little, that I believe there were few amongst us who did not re-embark with pleasure.

On the 24th we received orders for the grenadiers and guards to hold themselves in readiness to disembark, to complete their ammunition for that purpose, and that the officers should, for the future, take more effectual means to pre-

vent

vent marauding. This day several Guernsey pilot boats came into the fleet. Probably they were intended to conduct us into Granville; but that place, upon reconnoitring, being found not worth our attention, they were again dismissed,

We sailed from Cuncalle bay the 16th at six in the morning, and continued to beat against the wind till evening, when we were obliged to come to an anchor off St. Maloes. It blew so fresh all night, that some of our fleet drove, and others parted from their anchors. The next morning we were obliged, by contrary winds, to return to the Bay from whence we came, where we again came to an anchor,

We had no moderate weather till the 21st, when we had a signal for sailing
about

about seven o'clock in the morning. This day, while we were under sail, the Isis, with four fresh transports, joined the fleet. It was said that these four ships were intended to ease the rest. The wind continuing contrary, we were again obliged to come to an anchor. Sailed the next morning about eight o'clock. We stood to the eastward. The 23d we passed the islands of Jersey and Guernsey. The 25th saw the Isle of Wight. The 26th the wind coming to the northward, we steered again for the French coast, and ran in with the land near Havre-de-grace, where, from our flat-bottomed boats being hoisted out, we expected to land immediately; but, towards evening, it blew so fresh, that to avoid the danger of a lee shore, we were obliged to take in our boats again, and to stand out to sea. The 27th the weather became

moderate and we ran in, a second time, with the land, and then lay to, within a few leagues of the shore. This afternoon the Duke of Marlborough and Mr. How went out in a cutter to reconnoitre, and we received orders to have in readiness four days provisions for the men to take with them on shore. The 28th we neither executed nor attempted any thing. The 29th we bore away before the wind for Cherbourg, and came to an anchor about two miles from the town. Some of the transports which lay the nearest in shore, were fired at from five or six different batteries, but to no purpose. We saw a number of people, with arms, drawn up along the strand, part of which appeared to be regulars. From what we could see of the town, it seemed a place of no consideration: but it was said in the fleet that our intention was

to destroy a basin which they are now making for the reception of men of war. In the evening we received the following orders :

‘ The grenadiers are to remain with their regiments, and not to disembark as a separate body. When landed, if wanted on a separate command, field-officers will be appointed to them.

‘ The first battalion of guards, and the grenadiers of the brigade to be embark’d at eleven o’clock at night in flat-bottomed boats. They are to land in the centre of the bay, between the forts Homette and Kirk de Veal.

As soon as they can be form’d, the companies in the four center boats, are to march directly forward, possess themselves of the battery in the front, nail

up the cannon, then return and take post for protecting the boats. The companies in the eight boats upon the right are to attack Kirk de Veal fort, and when they have nailed up the cannon, they are to join the centre companies at the boats. The companies in the eight boats on the left, among which the grenadiers are to be, are to attack the little fort at Homette, and another near the church. These forts are at about a musket shot and a half from each other. As soon as the cannon of these forts are nailed, they are likewise to join the centre companies. When these attacks have succeeded, the commanding-officer, if he finds he can maintain his ground, without risking the loss of the troops under his command, is to give an order in writing to the boats to return to the ships, that the remainder of the brigade of guards may

dis-

disembark and join him as soon as possible. If he finds it more expedient, he is to re-embark and return to the transports. These orders to be complied with as far as practicable from circumstances, guides, &c. Proper persons will be ordered, with the three divisions that attack, for nailing the cannon, &c.

‘ The officer that commands the three divisions to attend the Duke of Marlborough this evening for more particular orders,

‘ The first, second, and third brigades are to anchor as near the guards as possible, and to be ready to sustain them when sent for to disembark. The fourth brigade to anchor off the isle of Pellee, and to land to the eastward of the town. The Major-generals will receive further orders from the Duke of Marlborough.

‘ The

'The commanding officers to take care the transports anchor according to this order, and to acquaint the Masters with it.

'The commanding officers of the artillery, to attend for orders relative to their department.'

These orders being distributed thro' the fleet, night came on, the men of war hoisted their proper distinguishing lights, and every one prepared for the grand assault. But alas! the Gods grew jealous of the laurels we were about to gather; or perhaps were influenced by the genius of France. Be that as it may; certain it is, that Old Æolus was prevailed upon to blow a blast, that entirely frustrated our design.

We

We weigh'd anchor the next morning about 10 o'clock, and stood for England, and the following day in the evening, came to anchor at St. Helen's.

If you should ask me why we did not attempt to land the day or the night after? I must answer, that, not being of the privy council, I cannot tell. I make not the least doubt but the Duke of Marlborough will give very sufficient reasons for every thing he has, or has not done. This at least, I know, that it was not in our power to have subsisted many days longer without a fresh supply of provisions, hay and water.

A real patriot and soldier, would undergo a great deal to serve a good King and a grateful people; but upon my soul, our situation on board these cursed transports

transports is so horrid, that I dare take upon me to say, there is not a soldier or officer in the whole fleet, who did not sincerely rejoice to see England. Imagine to yourself, the condition of five hundred souls on board a damn'd collier of less than four hundred tons burthen; eighteen officers cramm'd into a cabin of scarce twelve feet square. You would think it very uncomfortable even for a single night: judge then what we must have suffered, who have now been six weeks on board. In short, my friend, the worst jail in England is a palace to this. Our troops have felt it pretty severely. They are by no means the men they were when we first embarked them. And to our great comfort we are told, that we are now to take in fresh provisions, &c. and then to proceed upon another cruise.

*O fortunatos nimium, si sua bona norint,
Agricolas !*

I never thought you were so much to be envied before. Who would not rather serve ten campaigns upon the continent, than waste one summer in this terrible manner? When you are set beneath your verdent shades, enjoying the fruits of the earth, and happy in the blessings of the delightful season; then, O then, remember our adversities, and send a fervent prayer to Heaven for our speedy deliverance !

I am, &c.

St. Helens,

July 2, 1758.